

WANTED.

A STEADY MAN who is able to make himself generally useful about a FARM-YARD and STABLE. Must be a European. Apply, stating qualifications and giving particulars of character, to

at the Hongkong Telegraph Office.
Hongkong, 5th October, 1897. [1521]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR KOBE.

THE Steamship

"AUSTRALIAN,"

Captain Helms, will be despatched as above on THURSDAY, the 7th instant at 5 P.M.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 5th October, 1897. [1519]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"HAILONG,"

Captain Hodgins, will be despatched for the above Ports on FRIDAY, the 8th instant, at Noon.

For Freight or Passage, apply to

DOUGLAS LAFRAIK & Co., General Managers.

Hongkong, 5th October, 1897. [1520]

"SHELL" LINE OF STEAMERS.

FOR MARSEILLES.

THE Company's Steamship

"COWRIE,"

Captain Parsons, will be despatched as above on MONDAY, the 11th October.

For Freight or Passage, apply to

ARNHOLD, KARBERG & Co., Agents.

Hongkong, 5th October, 1897. [1476]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING,"

Captain J. G. Spruce, will be despatched for the above Ports on TUESDAY, the 12th instant, at 3 P.M.

For Freight or Passage, apply to

DAVID LARSON, SONS & Co., Agents.

Hongkong, 5th October, 1897. [1522]

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Hongkong, 1st March, 1897. [1509]

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"HONGKONG TELEGRAPH,"

No. 6, Pedder's Hill.

Hongkong, 7th May, 1897. [761]

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BY

DR. W. DOBERCK,

Director of the Hongkong Observatory.

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Hongkong, 2nd June, 1897.

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D SUPERIOR PALE DRY, dinner wine, Green Seal Capsule, 10.80 0.90

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The Hongkong Telegraph

HONGKONG, TUESDAY, OCTOBER 5, 1897.

THE PLAGUE IN BOMBAY.

The Bombay authorities, doctors and press are apparently not unanimous as to whether they have anything to learn from Hongkong in regard to the plague. It is a great pity that there should be unseemly wrangles among the defenders of humanity in face of a terribly deadly foe, and if they could learn nothing else, they should at least carefully note the remarkable and laudable harmony that prevailed here while the plague was bad, the clinking of all differences, the great sacrifice of conflicting opinions for the sake of avoiding friction, and the wonderful success that attended this policy while it lasted; and, on the other hand, the everlasting discussions and woeful inaction which followed, forming a contrast that should teach Bombay a lesson. Dr. Lowson perhaps cannot teach Bombay doctors much about how to deal with plague cases, for they had before his arrival seen as many as he ever did, and all that can be said about it is in print for them to read; but he can teach them the lesson of later reflections, how to guard against a recurrence of plague, and—most of all—how not to do it. He can teach them that every insanitary dwelling—not a block here and there, nor a more than ordinarily insanitary district, but every single building that has a suspicious look about it—should be either completely cleansed and altered, or destroyed outright; not pulled to pieces and removed to start a fresh plague-spot, but destroyed. And he can tell them what an appalling task is ahead, to keep the town clean in future; he can tell them how easy it is to make a muddle of the business, and how prone officialdom is to do the wrong thing. We will not say he can teach them this, but he can tell them, and if they refuse to learn, he can point to Hongkong as a place which "got rid" of the plague in 1897 and has had it every year since, and has lost money every year through quarantine regulations in other ports, money enough to have paid ten times over for the preventive measures which frightened the shilly-shallying authorities and short-sighted, selfish property-owners. The Bombay papers have been extremely undecided, and so apparently have the authorities; and the plague in Bombay took a second lease of life, and is not yet exterminated. This is how they have been wavering.

March 2.—It can scarcely be assumed that a medical man of Hongkong experience has much to teach his Bombay confreres. We have had a month at least, longer experience of plague in epidemic dimensions than Hongkong has had, and it is a strangely belated wisdom which ignored the value of Hongkong experience in October, and planned all faith to it three months later. We set aside all considerations of service susceptibilities in this connection, but more than enough has happened during this unhappy time to warrant the inquiry whether the Government of Bombay have been anything like as ready to listen to the counsel of their properly constituted medical advisers as they ought to have been. "We await the report of the Hongkong officers," Lord Sandhurst said on Friday. Seeing that many weeks ago we urged that Dr. Lowson's help should be asked for, we should be the last to minimise the value of his services or of those of any other who has had Hongkong experience. But we fail to see how those services can be made any more valuable by being employed in independence of the accredited medical advisers of Government.

March 6.—With all respect, be it said, two or three months' experience of the plague amongst Chinese colonies in Hongkong cannot be regarded as a qualification for judging of the most efficacious means of combating plague amongst the various and utterly dissimilar races in this city. The Medical Officers and scientists who have for six months been employed in studying the plague in Bombay, and who have already succeeded in reducing the mortality by one-third by cleansing measures and disinfection, carried out with a sustained energy without parallel in any other city, have acquired an experience of the conditions to be encountered which the whole College of Physicians could not have attained in the twelve weeks spent in Hongkong.

August 31.—It was natural to suppose that medical men who had seen how the energetic Queen's Council, who was Chairman of the Hongkong Committee, fought the plague with soldiers and gunboats as well as with hospitals and surgery, might be of service in India.

Foote, Kurrachee, Sukkur, and in a lesser degree Bombay, profited by the infusion of the Hongkong spirit, which subordinated every consideration to what is after all the paramount duty in such cases, the saving of human life, threatened by a disease which left to itself will destroy more than the most merciless conqueror.

The prevention of a recurrence is more difficult than the fighting of an epidemic in 1897, for the simple reason that men's memories are not as vivid as they should be, and "when all is peace, who cares to think of wars?" When the epidemic is not slaying its hundreds and thousands before our eyes, sanitary reforms are expensive and troublesome, and it is much easier to report officially that a drain doesn't smell, or that a choked sewer doesn't exist except in the heated imagination of a journalistic sensation-monger.

The value of Dr. Lowson to Bombay would be in his Hongkong experiences when the plague was not here, as much as in what he saw of the plague itself. Apart from his assistance as a member of the medical corps in Bombay, a member who has seen and studied the disease, he would be chiefly of use in showing what not to do—to drum into their heads, day after day, the great moral of which Hongkong is an "awful warning"—don't vacillate, don't spare, don't fancy the work is finished, for it will never be finished until the world ceases to go round.

TELEGRAMS.

REUTERS' MESSAGES.

GREECE.

LONDON, October 3rd.

M. Zaimis has formed a new Cabinet.

THE SOUDAN.

General Sir H. H. Kitchener telegraphs that letters have arrived safely at Herber from Suakin, and that the whole of the Eastern Soudan tribes have renounced Mahdism.

YELLOW FEVER AT NEW ORLEANS.

Yellow fever is raging at New Orleans.

FIGHTING IN UGANDA.

Advices from Uganda state that Mivanga has been in arms and has been defeated after an hour and a half's fighting, with heavy loss on both sides. The rebellion is distinctly anti-European, and there is much alarm at Mvanga, which is left decimated during the operations against Mivanga.

(From Kobe Chronicle).

THE UNITED STATES TARIFF.

TOKIO, September 24th.

Mr. Hoshi, the Japanese Minister to Washington, telegraphs that tea and other duty-free goods imported into the United States through Canada must be inspected by the U.S. Consul at Vancouver, and of embargoing the Consular seal affixed to them the goods will be admitted into the United States without paying the additional duty of 10 per cent. on crossing the frontier, as originally decreed.

THE PROPOSED COALITION CABINET.

TOKIO, September 24th.

The negotiations which are believed to have been in progress for the formation of a Coalition Cabinet, in which Marquis Ito would be included, are said to have fallen through.

CAPSIZE OF A STEAMER.

SAIKI (RUMO), September 27th.

The steamer *Sakura-maru* capsized yesterday morning at Katsuragi, and three men were drowned. The steamer has been towed in here by the *Hyakka-maru* and another steamer.

CRUISERS FOR THE PACIFIC.

TOKIO, September 27th.

The Government has under consideration a proposal to station two men-of-war always on the sea in the neighbourhood of Hawaii and America.

[This is delightfully vague; there will be plenty of sea room for the two vessels.—Ed. K.C.]

MR. AKIYAMA.

TOKIO, September 27th.

The officers of the cruiser *Nanaka*, which recently arrived at Yokohama from Honolulu, state that Mr. Akiyama, the councillor who recently attempted suicide, showed signs of insanity while in Honolulu. In consequence the captain of the steamer by which he returned to Japan was cautioned on the matter.

WRECK OF THE "NAMO."

RIGHT LIVES LOST.

The following telegrams have been received by Messrs Douglas Lafrank & Co., managers of the Douglas Steamship Company, regarding the loss of the *Namo*.

Foochow, 4th inst, 6.15 p.m.

Namo wrecked close Cow's Head, outside North entrance Hailan Straits. All landed except eight Chinese. Ship beached in exposed position and cannot send protection from here. Wrecking Amoy. Hall (Captain) fears no change salvage.

5th inst, 9.20 a.m.

Struck two Sunday morning, sunken rock. Survivors arrived last night. Viceroy sending protection. Particulars missing. Will telegraph later.

The *Namo* left here for Foochow about noon on Tuesday, the 28th ult., and had as her only European passenger Mr. H. W. Churchill.

She is an iron vessel of 863 tons, built at Aberdeen in 1872 by Messrs Hall, Russell and Co. It will be remembered that a few years ago a blood-thirsty piratical outrage was committed on the vessel when the Captain was murdered.

TWO TYPHOONS.

A strong wind was blowing here all the morning from S.E. to N.E., the direction occasionally changing from S. to N. From the appearance of the sky and the gradually increasing swell in the harbour, it was evident that a gale was imminent. Shortly after 11 a.m. a cone pointing onwards was hoisted on the *Victor Emanuel*, at Kowloon Godown and Tsimshat Police station, indicating that strong winds were probable from the Northward. The junks and sampans left for places of shelter and many launches were engaged in towing large numbers of these craft to Causeway Bay this forenoon.

The Observatory report to-day says:—On the 5th at 11.15 a.m.: North cone hoisted. The typhoon seems to be situated about 250 miles to the Southward of Hongkong, moving slowly W.N.W. A further rise of the barometer has taken place at Bolineo, while a slight fall has occurred in the neighbourhood of Hongkong. FORECAST:—N.E. to E. winds, with some probability of a gale; equally, some rain, N. to E. gales in the N. part of the China Sea.

Mandala reports state that there are two depressions, one to the N.E. of Manila and the other to the W. of Luzon. The depression in the Pacific is recurring to the N.E. The typhoon in the China Sea is going far between the parallels 16 and 18 and the present direction is W.N.W.

LOCAL AND GENERAL.

H.M.S. <

THE Volunteers, with their drum and file band, go for a march out to Causeway Bay to-morrow night.

It is rumored that the Commander-in-Chief of Her Majesty's naval forces in China and Japan, Vice-Admiral Sir Alexander Bell, K.C.B., and suite will visit Peking shortly.

The *Tientsin Times* says that the much-talked-of loan of £1,000,000 is stated to have been definitely concluded with the Chinese Government by Mr. Filsell at last, at £94. Mr. Filsell has secured the right to construct and finance a line from Shanghai to Nanking, and the security for the loan is said to be ample and satisfactory. If these particulars prove correct, the syndicate has our congratulations, and the Chinese Government likewise.

THE NEW BALMORAL GOLD MINING CO., LTD.

The General Managers, Messrs. John D. Humphreys & Son, have received the following report from their mining managers by a. *Australian*—

Mount Macdonald,

20th Sept. 1897. The contractors for sinking the main shaft will complete their contract in a day or two, when the alterations to the poppet legs will be attended to and the sinking of an additional 50 feet started. When this is completed we propose driving for the reef at 305 feet from surface, where we anticipate striking good and permanent stone.

Balmoral Mine—The tribulation on G. L. 5 are opening up on a new rock of stone in which gold is showing; but it will take some time to develop it. Work at the tunnel on G. L. 6 is progressing satisfactorily but at present the ground is very bad, though it will improve when we get further into the hill.

OLIVERS FRERHOLD MINES, LIMITED.

The General Managers, Messrs. John D. Humphreys & Son, have received the following report from their mining managers by the steamship *Australian*—

Mount Macdonald,

20th September, 1897. *Eureka Mine*—In our last report we stated that a hole of 40 feet had been bored into the reef in the shaft, which showed gold. Since then we have continued breaking over to the footwall and find that the reef is 7 feet wide, with gold showing throughout. The breaking of the reef has somewhat retarded the sinking, but it was necessary to get over to the footwall to ascertain the width and expedite future operations. The reef is solid and well defined, and the prospect may be regarded as first class. The shaft is down 50 feet below the 100 feet level. Work at the 100 levels being confined to taking in a small rope at back of drive north and putting in main shaft timbers, 90 feet of which is now completed. A winch has also been started from the bottom of this level to follow the main shaft down as shown on plan sent you. Depth of winch 4 feet with reef 7 feet wide and showing gold. At the 150 level the drive north has been extended to a total of 139 feet the last breaking down of stone and gold with reef 10 feet wide. The drive south is now 45 feet and width of reef from 3 to 4 ft., of payable character. The rise from this level has been connected with the air and mullock shaft, and this connection will ventilate the mine thoroughly and be of great value in future working. There are over 200 tons of stone at grass, large quantities ready to send up from the 150 ft. and 200 ft. levels and an unlimited supply in sight in the drives and stopes already opened up but as stated in last report was unable to attempt crushing the ore. The old battery it has now been all removed and new old logs put in ready to receive the new boxes, &c., and but for the delay at the foundry, through having to make new patterns, the boxes would have been in course of erection. We hope to have them very shortly, and the time will be lost in getting them in position. We expect to have it completed in a month's time. The steam boilers have been cleaned out and tested in accordance with the Government Regulations, the large engine taken to pieces, thoroughly overhauled, and repaired where necessary. The new tables for battery are made and ready to lay down, and the Watson and Denny pans have been repaired and strengthened where required, and everything put in order for a long and successful run. Sickness of underly shaft on G. L. 105 ft. being continued with reef over 3 feet wide between two good walls. Further drill trials give improved prospects.

SHIPWRECKED SAILORS' BOARD BILL.

The manner in which the kanaka residents of Sophia Island treated the shipwrecked crew of the Norwegian bark *Salomon* has already been favourably commented upon, and the thirteen hapless sailors were without doubt kindly treated. The *Sydney Evening News*, Mr. H. J. Moore, of Apia, Samoa, who has a trading station on the island, seems to think, however, that gratitude should take a tangible form so far as he is concerned, and has sent in a claim to the Norwegian Consul in Sydney, Mr. C. A. Falsted, for £167 18s 4d for the "entertainment" of the sailors for ten months which includes the "coconuts, bananas, pigs, turkeys, fowls, birds, and fish" they consumed. Mr. Moore says he has no doubt the consul "will undertake the settlement of this claim with great pleasure." The latter concludes with the suggestion that the consul should also "make some acknowledgment to the two 'boys' who shared their clothes and tobacco with his distressed countrymen, and the women who so kindly nursed them." No claim is made by the way for the cost of the labour of the ship's carpenter who died on the island, and the price for his grave is also apparently a donation. Mr. C. A. Falsted, Consul for Norway, at Sydney, does not feel at all disposed to admit Mr. Moore's claim, though quite prepared to properly recognize the kindness of the people on the island. And he points out that during the ten months the sailors voluntarily worked for the good of the island at such work as clearing undergrowth and tending the plantations. Properly estimated, their labor would be worth far more than the sum asked. The case of the shipwrecked men is exciting considerable sympathy in Sydney, and an effort will be made to in some way put them on their feet. Of course the Norwegian Government will take them home to Norway, but the loss of a year's work will be no trifling matter, several of whom have wives and families dependent upon them. Mr. Granæs, of the Strand Cafe, gave a dinner to the crew on the 2nd ult., when a subscription was opened on their behalf. (The *Hongkong Telegraph* of the 30th ult. a detailed account was published of the unfortunate sailors' suffering after the wreck.)

A LAWYER AS DEFENDANT.

MR. GEDGE BEFORE THE P. M.

At the Magistracy this morning Wong Wang Leung, a slim Chinese youth, attired in a long blue coat, and describing himself as a clerk at the Observatory, charged Mr. H. J. Gedge with assault. It appeared from plaintiff's statement that he had been to the office of Messrs. J. D. Humphreys & Son, Queen's Road Central, about noon on Saturday and when leaving the place, he felt a blow on his stomach. He looked round and saw defendant. Plaintiff went to him and pulled him by the shoulder of his jacket and asked why he had struck him. Defendant turned round and struck him on the left eye with his fist. Plaintiff remonstrated with him, and says he then got another blow on the nose (which organ certainly was a little "battered"). Plaintiff's younger brother also remonstrated with defendant and is alleged to have been also struck on the left side of his jaw. Defendant told plaintiff to go away as he had business to attend to. Plaintiff then narrated how he met a constable and got defendant's name. To Mr. Gedge plaintiff said he spoke English perfectly, but now preferred to give his evidence in Chinese. Mr. Gedge objected but his Worship said if he thought fit he could do so. Plaintiff then reiterated his statement about first having been struck in the stomach and afterwards in the face. Defendant said, did not push him first of all and say "Go away," and plaintiff did not go for him with both fists at once. Plaintiff also denied using foul language in Chinese or English to Mr. Gedge. A brother of plaintiff, named Wong Wang, a medical student at the Alice Memorial Hospital, corroborated the former evidence and denied that he and his brother attacked Mr. Gedge. He saw his brother get the blow in the stomach. His brother, he alleged, did grab Mr. Gedge by the shoulder when struck but touched him on the shoulder and asked why he had hit him.

Mr. Gedge made a statement to the effect that he had just left the China Traders' office and was passing Messrs. Humphreys' office. Plaintiff was going along and looking over his shoulder at a placard on the wall. He ran into Mr. Gedge, who held out his right arm to ward off the collision. Plaintiff was not looking where he was going and was a press of people. He thought that it should have been arranged by a settlement and be certainly was of opinion that both sides should have let their feelings cool down and have settled it outside. He would give them an opportunity of doing so now.

Mr. Gedge: The only way I can see, your Worship, is for these men to apologise to me.

Mr. Wadehouse said he thought the apology should be mutual. He thought that if the parties thought it over by Thursday next an outside settlement could be made.

Mr. Gedge said he would rather leave it to his Worship.

Mr. Wadehouse said he had heard all the circumstances and it seemed to him that the case arose out of a collision in the street. The plaintiff and his brother were both respectable men and it was certainly a case that would not have occurred but for the collision. He had no doubt that Mr. Gedge's remarks were not particularly polite. If the parties did not come to a settlement he would note that he had given them an opportunity to do so.

Mr. Gedge: If your Worship please I will leave it till next Thursday.

Mr. Wadehouse said he was inclined to believe that defendant's story was true and that the people had run against each other. Mr. Gedge was not the gentleman to go to the place assaulting people. He thought the trouble arose from some cause as stated by Mr. Gedge. The parties were naturally angry at being pushed or struck and when the plaintiff laid his hand on Mr. Gedge's shoulder the row arose. He did not think it a very creditable row seeing it took place in broad daylight in a main thoroughfare. He hoped there would be some amicable arrangement by Thursday and that mutual apologies would be made.

Mr. Gedge said he had a cross summons. Plaintiff said he wished the case to be disposed of at once.

Eventually both sides agreed to see what settlement could be come to by Thursday next.

NOTES FROM THE NORTH.

(From our Special Correspondent.)

TIENTSIN, September 25th.

The event of the hour is of course the Hooley loan. I may mention that for one reason or another the whole thing has been very dubiously regarded in northern circles from the outset, and there is a very half-hearted credence even now that it is an accomplished fact. From all that I can learn however, Mr. Filsell, on behalf of the Hooley-Jameson Syndicate, has certainly accomplished something, and it is likely that it will ultimately transpire to be something like the following:—A loan of £1,000,000 to the Chinese Government (probably object of the final payment of Japan) at £94, security doubtful, but reported to be all available customs revenue and salt gabelle. Loan furnished either directly by the Syndicate, or nominally in their name on behalf of wealthier financiers.

Private speculation of the Syndicate, the construction of a railway line between Shanghai and Nanking with the prospect of immediate profits through British trade interests in lower Yangtze, and of future extension to national interests, after on, and the ultimate connection of Nanking and Burma and India by rail.

This is how the matter presents itself to me, and events may prove the supposition correct. It is extremely improbable that any English Syndicate would devote £1,000,000 to the construction of a line from Hankow to Peking, as originally stated, and equally improbable that anything like that amount could be required for railway construction in any other part of the country in which so much money has been expended. A £1,000,000 loan at all, you will probably find is to be expended as I suggest. Mr. Filsell is stated to be again en route for Peking, but I have not been able to trace his precise whereabouts at the moment of writing. Major Jameson, M. P., is expected here in the spring with a party of English engineers, and things will go happily for ever afterwards I hope. Those who ought to know everything about the business are so particularly shy of speaking, and those who know nothing at all are so generous with their information that it is exceedingly difficult to find out the truth when anything of importance is on the tapis.

Before this time next week I hope to send you something about the river, as I hear there is some movement going on in that direction. By the bye, not long since we had quite a little sensation in Tientsin. A young German takes and furnishes a house. Expecting bride from home. Little arrives on Thursday, married on Sunday, but did not on Monday. The lady, who would not and could not stay in China, and departed on her way back to the Fatherland, leaving poor little Tientsin's tables aghast at the scandal, which really was quite spicy, for there was a great deal of *on dit* about a most delightful trip on the steamer, officers' photos, &c. But I do not pretend to know the ins and outs, many on both sides no doubt, but the most curious part of the story is that the gentleman has now gone also, in search of his delinquent bride presumably.

Another sensation is being created at Peking which brought the reason there is quite a comical close for those connected with it. A house party it appears had gone out for a picnic and when returning were met by a servant who informed them the house had caught fire during their absence. The lady of the house was naturally frightened and all haste was made to reach the spot. On arrival it was found that thanks to the energetic efforts of two gentlemen passing at the time the house had been saved from total destruction, but a large portion of the furniture had been destroyed, being hopelessly burned about the body. Two hundred men spent hours trying to save the unfortunate lot, but he expired the same evening. He appears to have been filling the lamps with a light near at hand, and either to have split the kerosene over himself, or caused it to explode, and his body was consequently enveloped in flames in a moment. The family were returning to Shanghai on the following day, and on the journey the furniture was lost, and a large portion of the train was destroyed by sparks from the engine, and considerable damage was done before the flames could be put out, most of the furniture being of value. It was very singular two misfortunes from fire befalling the same people on consecutive days.

I see the Shanghai papers have been reporting another trip south for the British Minister, but on enquiring in the right direction I can find no confirmation for the report. It is extremely unlikely any way that he would leave the Capital just now on such an errand as the discussion of Bennett's case, as one of the southern papers suggested.

The Peking dollar is still right again. A new issue has been coined, and the old ones called in, so that make a square and enables all the banks to do "business" again, much to everyone's satisfaction. The P. & T. *Times* has to be thanked for taking the matter up, and obtaining a round coin for us.

The new representative of our local Polynesian House has arrived, but will not take over office immediately. A greater contrast than the old and new Jardine men could not be found, I am told, though I have not yet made the acquaintance of the latter. In Mr. Ed. Cousins, Tientsin will lose a public spirited and eminently right-minded man, who has formed a very real though unobtrusive link between the various sections of the community, and one whose place it will be very hard to fill. His successor may prove equally public spirited, but it will be in a different line I believe, as he is distinctly younger.

Our American Consul is to be shifted after all, just as I thought, and we shall in him lose another good public man. It is a most abominable system, this extension of party policy to public office, and one which I am not quite sure is legal in the face of the U.S. Civil Service Act which seems designed for the special purposes of obviating this injurious abuse of office. However, Mr. Read has to go, and he will carry with him the respect and regret of the whole community.

Tientsin has been greatly honoured by the visit of three real live American Senators. They came on their own invitation, and at their own expense, and they put their noses into the majority of Tientsin's go-downs in the fond belief that they were thereby gathering an invaluable store of real, solid, optically demonstrated "information" on the economic conditions of the country, which will be of service to their report. It is to be feared their report will be of a rather startling nature in some respect, for several of the go-downs they inspected were by no means quite empty, the stock having just been shipped. But these gentlemen from the States were quite satisfied, and took copious notes, which gave the "Yankee" tilt of their wideawake. In knowledge of the Tientsin trade is going to the dogs or gone don't tremble for the posterity or the Tientsinians.

Our great Russian gun, the Military attaché, Col. De Wozgack, and a party of countrymen, have recently been badly engaged scouring the country, and visiting the various military stations, trying to induce the Chinese to accept the advice of Russian military instructors. In one case at least the ball

has taken, but at Hsiao-chao H.E. Yuan, who was for some time in Corea, and knows something about Russia, was not to be caught by chaff. Isn't there something wanting when the representatives of a Power have to run round and beg people like that! The Chinese are not the fools some people take them for, and they are capable of turning the matter over with one eye shut and a slight thoughtfully repeated upon the nasal protuberance as deity as other nationals.

NEWS BY THE AUSTRALIAN MAIL.

The following telegrams from our Sydney exchanges were "crowded out" of last night's issue:—

LONDON, September 6th.

The Indian Government has officially thanked the Indian chiefs for their offers of troops to assist in putting down the rebellion in the Punjab, and expresses regret that they will only be able to employ a limited number of the forces. Four infantry battalions and two of sappers of the Punjab will be utilised, and the Maharajahs of Gwalior and Jaipur will provide transport trains.

The British Agent at Kabul has, at the request of the Amir of Afghanistan, submitted an explanation respecting the Mohmand rising to the Government, laying particular stress on an autograph letter from the Amir strongly condemning the actions of the Mohmands who had been secretly instigating his subjects in favour of the disaffected tribesmen against the British. The Amir endeavours to show further that he ordered that troops doing outpost duty in the districts contiguous to India should be brought under more direct control of their commanders, so as to prevent them from joining the rebels or siding them in any way.

It is stated that the Mohmands are quarrelling among themselves, and it is not anticipated that they will make any serious resistance to the counterforce. There are now practically hemmed in between Brigadier-General Elliot's force of 10,000 men at Shahdard and the columns under the command of Colonel Sir Bladen Deod at Chaklari.

A force of 3000 Afridis and Mazyals are camped opposite Hadda, awaiting the arrival of reinforcements to attack Kurum. Tewfik Pasha, the Turkish Minister for Foreign Affairs, has been advised by the Ambassador in Constantinople to take steps to facilitate the return of Greek refugees to Thessaly.

The American Consul-General in Paris has petitioned President McKinley to grant to France terms for reciprocal trade with the United States.

The man Barri, who has been arrested at Barcelona, in Spain, for firing at and wounding Senor Portas, chief of the special police, and his assistant, Senor Tridador, has admitted that he is an anarchist, and that he was expelled from Spain in 1895. He is being tried by court martial.

Mr. Miller, secretary of the newly-formed Free Labour Protection Association, states in a letter to the *Times*, that he has hopes of shortly being in a position to announce that the principal employers have joined the association, which had been formed with the object of redressing the despotic tendencies of trades unionism.

The London Ironfounders' Society has by a large majority decided not to co-operate with the London allied trades in their demand for the eight-hours-a-day working system.

The Engineers' Union is appealing to the Trades Union Congress for financial support during the present strike of employees.

At a banquet given in his honour at Hamburg the Emperor William of Germany, referring to the presence of King Humbert of Italy, said that the fact was complete proof that the triple alliance binding Germany, Italy and Austria was unshakable.

The admirals of the fleets of the allied powers, engaged for some months past in the blockade of the island of Crete, now propose that the blockade shall be raised, as they are of opinion that the officers and men are engaged on arduous duty to no purpose. The admiral in command of the Italian squadron has left Crete.

Percy Cavill, the amateur long-distance champion of England and Australia, has accepted the challenge of J. H. Tyers, of Manchester, the amateur ex-champion of England, to meet him in a race for the long-distance championship. There will be two races, one taking place on the River Wear at Sunderland and the other a sea race at Bournemouth.

Three hundred and sixty delegates, representing 1,200,000 workmen, are taking part in the Trades Union Congress at Birmingham. The executive committee in their report state that the interpretation given to the labour laws in the courts by judges endangered the unionist movement.

The prolonged drought in the Tula, Moscow, and Kerk districts in Russia has caused all vegetable life to be destroyed, and it has been found impossible to sow the winter wheat owing to the want of moisture. Extravagant prices are being paid for corn, and fears of a famine are entertained.

The hardening tendency in the silver market is said to be due to a temporary shortage of supplies in New York, and the London experts regard the advance as due entirely to artificial circumstances.

The wheat market again shows an upward tendency. An improving demand is reported at Marseilles and prices show an advance of 6d. per quarter.

The British warship *Imogene* is ashore on a sandbank near San Stefano, a port in the Sea of Marmora, near Constantinople. The militia are rendering assistance, and four tugs sent down have not succeeded in towing the vessel off. The *Imogene* is a steam vessel of 460 tons register, 300 horse-power, used for special service in the Mediterranean, and is under the command of Commander E. J. Bain.

September 7th. It has been suggested to the Powers by the Marquis of Salisbury that an international conference should be appointed to control sufficient of the Greek revenues to cover the interest on old loans as well as that of the war indemnity loan. Lord Salisbury also urges the Powers to demand the prompt evacuation of Thessaly by Turkish troops.

The blockade of Crete is to be raised on September 10, and the Admiral of the foreign squadrons will enter the command of the various divisions of the island to military or civil officers. They have also requested the Turkish Governor to disarm the irregular troops to the island at once.

The anarchist Barri, who recently fired at and wounded Senor Portas, chief of the special police, and his assistant, Senor Tridador, at Barcelona, in Spain, has been tried by court-martial, and sentenced to 40 years' penal servitude, subject to the approval of the Commander-in-Chief of the Spanish army.

The latest advices from the Southern States that guerrillas are troubling the Nile between the fourth and fifth cataracts. A chain of strongly fortified forts has been established. Steamers conveying war materials have arrived at Abu Hamad.

The correspondence between the Government authorities and the Government Workers' Federation has resulted in a pension scheme being formulated, which provides that retirement after 10 years' service shall carry with it a bonus equal to 10 months' pay and a pension afterwards equal to ten-sixths of the annual wages. If the worker remains in the Government service he will be entitled under the scheme to a pension increasing proportionately until he had served 35 years, after which he would receive two-thirds of the amount of his annual wage. The Government Workers' Federation complies 8000 dockyard and other employees.

A telegram from Reuter's Agency states that the Powers have approved of Lord Salisbury's latest proposals in connection with the Greek war indemnity loan. The Greek Chamber of Deputies will be required to pass a law assigning the revenues necessary to cover the interest on the loan. So far the dates of the payments have not been fixed.

Great Britain has conceded the demand of Germany that the joint commission should have the financial control of the payment of interest on the old Greek debt, but maintaining her demand that Thessaly be promptly evacuated by the Turkish troops.

The Greek Government has agreed to the terms laid down in Lord Salisbury's proposals. It has been suggested by Lord Salisbury that the Turkish army should be allowed one month to evacuate Thessaly.

An offer has been made by the Greek Government to assign the unemployed Customs duties on the export of cereals and five per cent also the Post Office Lighthouses and harbour dues, which are estimated to yield about 10,000,000 drachmas per annum.

The Turkish Minister for Foreign Affairs, Tewfik Pasha, is reported to be favourably impressed with the new development, and resumes peace negotiations with the Foreign Ambassadors at Constantinople to-morrow.

Mr. E. T. Hooley, the great financier, recently formed a syndicate to negotiate with the Chinese Government to raise the Chinese war loan of £16,000,000 at 5 per cent.

Interest on condition that certain concessions for the construction of railways in China, were granted to the syndicate. It is now stated that the Chinese Government has approved of the loan contract, but the syndicate's agent is unwilling to conclude the agreement until the railway concessions are also secured. Negotiations are being carried on by the syndicate's agent with the object of obtaining similar terms to those recently granted to a Belgian company for the construction of railways.

CANTON INSURANCE OFFICE, LIMITED.

The following is the report for presentation to the shareholders at the eighteenth ordinary general meeting to be held at the offices of the General Agents, on Monday, the 18th October, at 3 p.m.:—

The general agents and consulting committee have pleasure in laying before the shareholders the final accounts for the year 1896, and estimate of the present year's underwriting to the 30th ult.

1896 Account.—The balance at credit of this account is \$111,733.91, out of which the sum of \$247,457.69 has already been paid for a dividend of 10 per cent to shareholders, and a bonus of 20 per cent to contributors of premium. 1 per cent to the approval of shareholders, it has been decided to dispose of the remaining balance of \$4,276.22 by paying a final dividend of 35 per cent, and carry forward the sum of \$2,76.22 to 1897 account.

1897 Account.—The account shows an estimated balance at credit of \$431,141.00.

Consulting Committee.—Mr. Gubbay was appointed to the post rendered vacant by Mr. Sygson's departure from the colony. This appointment now requires the confirmation of the shareholders.

Messrs. Charter, Dalrymple, Gillies, Maitland and Gubbay retire, but offer themselves for re-election.

Auditors.—The accounts have been audited by Messrs. Follerton Henderson and W. H. Potts, the latter gentleman taking the place of Mr. A. Coxon, who has left the colony; and their re-election is recommended.

EMPEROR WILLIAM'S LITTLE JOKE.

In view of the recent discussion in the English Parliament about the necessity of keeping Germany and other inquisitive foreigners out of British dockyards, it is rather amusing to see the Emperor William, in a large volume containing minute and exhaustive particulars about the construction, the armament and the peculiarities of every British war ship. And as if to poke fun at the English Government, he has sent a copy of the compilation, with his compliments, to every member of the Board of Admiralty in London. The "loids"—for that is the official title of the Admirals and politicians who are intrusted with the destinies of the royal navy—are now engaged in endeavoring to discover the source of the German Kaiser's extraordinary amount of information, much of which is comprised among what has hitherto been considered in the light of official secrets of the British Government.

NEW ST. LAWRENCE BRIDGE.

The contracts for a new tubular bridge across the St. Lawrence river at Montreal to displace the trestle spans now in use have been awarded. The piers and abutments of the old bridge are to be used, with some extensions made to them upstream.

The first stone of the Victoria Bridge was laid on July 20, 1854, and the first train passed over on December 15, 1859. The bridge is 1044 feet long, the total length of the ironwork being 6502 feet. There are twenty-four piers and two abutments, containing 100,000 cubic yards of masonry, the thickness of the piers at the water line being 18 feet except for the two piers of the channel span, which are 28 feet wide. There are twenty-five spans, twenty-four of these ranging from 242 to 247 feet in length, and the center span having a length of 450 feet. The height from the water to the bottom of this tube is 60 feet, and the bridge has a grade of 1 in 130 from each end to this span. The total weight of iron in the tubes is 9044 tons, and the area for painting in each coat was 32 acres. The greatest depth of water is 22 feet, and the average rate of the current is 7 miles per hour.

The superstructure of the new bridge, which is to be called the "Victoria Jubilee Bridge" will consist of twenty-four spans of pin-connected, through, steel trusses, each 244 feet long, center to center of end pins, and one of 348 feet center to center of end pins. The trusses will carry two railway tracks, be commanded or the various divisions of the island to military or civil officers. They have also requested the Turkish Governor to disarm the irregular troops to the island at once.

The latest advices from the Southern States that guerrillas are troubling the Nile between the fourth and fifth cataracts. A chain of strongly fortified forts has been established. Steamers conveying war materials have arrived at Abu Hamad.

The correspondence between the Government authorities and the Government Workers' Federation has resulted in a pension scheme being formulated, which provides that retirement after 10 years' service shall carry with it a bonus equal to 10 months' pay and a pension afterwards equal to ten-sixths of the annual wages. If the worker remains in the Government service he will be entitled under the scheme to a pension increasing proportionately until he had served 35 years, after which he would receive two-thirds of the amount of his annual wage. The Government Workers' Federation complies 8000 dockyard and other employees.

The great value of Scott's Emulsion of Pure Cod Liver Oil with Hypophosphites in Wasting Diseases is shown by the accompanying statement from Dr. C. E. Freeman, Sydney, Australia:— "Having been a great sufferer from pulmonary attack and gradually wasting away for the past two years, it affords me great pleasure to testify that the above medicine has given me great relief, and cheerfully recommend it to all suffering in a similar way to myself. In addition I would say that it is very pleasant to take." Any Chemist can supply it. Sole Agents for Hongkong and the Empire of China—Watkins & Co., Hongkong—Ady.

NOTANDA.

CALENDAR.

OCT. 8th.

Meteorological means based on ten years' observations 1883.

Barometer 29.931
Thermometer 76.3
Humidity 70
Rainfall 4.78

TO-DAY.

Barometer 29.88
Thermometer 81
Humidity 63
Rainfall 65

TO-MORROW.

Barometer 29.88
Thermometer 81
Humidity 63
Rainfall 65

TO-DAY.

Barometer 29.88
Thermometer 81
Humidity 63
Rainfall 65

TO-MORROW.

Barometer 29.88
Thermometer 81
Humidity 63
Rainfall 65

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TO-DAY.

Barometer 29.88
Thermometer 81
Humidity 63
Rainfall 65

TO-MORROW.

Barometer 29.88
Thermometer 81
Humidity 63
Rainfall 65

TO-DAY.

Amusement.

PROMENADE CONCERT

In aid of the Funds of the
HONGKONG LADIES' BENEVOLENT SOCIETY
to be held at the
HONGKONG VOLUNTEER HEAD-
QUARTERS,
at 9.15 P.M., on SATURDAY, 9th October, 1897.

PROGRAMME:—

1. March.....Pere in Victrola.....Gando.
The Band.
2. Quartette, "A sad disappointment".....McCheane.
Messrs. Minrow, Hill, Grace and Barret.
3. Selection.....Fast.....Goud.
The Band.
4. Song...."Oh! How I love Thee".....H. Parry.
(Opera "Cigarette").
Mr. A. C. Van Nieroo.
5. Piccolo Duet, Les Oiseaux de Passage.....Kilg.
Corporal Harper and Musicien Lyton.
6. Quartette, "The Evening Bell".....Fraes Abt.
Messrs. Minrow, Hill, Grace and Barret.
7. Cornet Solo.....Serenade.....Braga.
Musicien Lyton.
8. Song.....To Albia from Prison.....Whitfield.
Mr. C. H. Grace.
9. Valse Brillante, (Op. 18).....Chopin.
The Band.

INTERVAL.

1. Grand Military "The Battle of Eckenburg."
Potpourri "The Waterloo."
The Band.
- Synopsis.*—Daybreak; morning gun 4.15. M.—
The Revue sounds. The Camp in motion.—
The enemy are heard advancing. To horse!—
Advance of the British Army in Brigades.—
They engage the enemy with varying success, but
ultimately are victorious.—Flight of the enemy
and Grand Victory.—March of the British,
concluding with the "Coquetting Hero."
With the kind permission of Col. Gordon
and the Officers, the Band of the P.W.O. (West
Yorkshire Regiment) will assist in the above
programme and will also play the accompani-
ments of the songs.
- TICKETS 3s each may be had of Messrs.
ROBINSON & CO., who have kindly lent a
piano.
Hongkong, 4th October, 1897. [1518]

Consignees.

THE CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW, LIVERPOOL AND
SINGAPORE.

THE Company's Steamship

"KINTUCK,"
having arrived from the above Ports, Consignees
of Cargo are hereby informed that their Goods
are being landed at their risk into the Godowns
of the Hongkong and Kowloon Wharf and
Godown Company, Kowloon, whence delivery
may be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Claims must be
sent in to the Office of the Underwriters before
noon on the 7th October, as they will not be
recognized.

All broken, chafed and damaged Goods are to
be left in the Godowns where they will be
examined on THURSDAY, the 7th October, at 3 P.M.

No Fire Insurance has been effected, and any
Goods remaining in the Godowns after the 7th
October will be subject to rent.

Bills of Lading will be countersigned by
HOLLIDAY, WISE & CO.,
Agents.
Hongkong, 30th September, 1897. [1494]

OCCIDENTAL AND ORIENTAL STEAM-
SHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship
"COPTIC."
The above Steamer having arrived, Consignees
of Cargo are hereby requested to send in their
Bills of Lading for Counter-signature and to
take immediate delivery of their Goods from
a Godown.

Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.

J. S. VAN BUREN,
Agent.
Hongkong, 1st October, 1897. [1495]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Steamship

"LIGHTNING,"
having arrived from the above Ports, Consignees
of Cargo are hereby informed that their Goods
will be delivered from alongside.

Cargo impeding the discharge or remaining
on board after 4 P.M. of the 6th instant, will
be landed at Consignees' risk and expense into
the Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Limited, at Warehouse.

Consignees of Cargo from SINGAPORE and
PENANG are requested to take IMMEDIATE
DELIVERY of their Goods from alongside;
such Cargo impeding the discharge of the vessel
will be landed and stored at Consignees' risk and
expense.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by
DAVID SASSOON, SONS & CO.,
Agents.
Hongkong, 2nd October, 1897. [1511]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"SUNDA"

FROM ANTWERP, LONDON, PORT SAID,
COLOMBO AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark
and delivery can be obtained as soon as the
Goods are landed.

This vessel brings on Cargo:—
From India, 22 S.S. Cuddihy.
Optional goods will be landed here unless
instructions are given to the contrary before 4
P.M. TO-DAY.

Goods not cleared by the 10th inst., at 4 P.M.,
will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

All damaged Packages must be left in the
Godowns and a certificate of the damage
submitted to the Godown Company within ten
days after the vessel's arrival here, after which
no Claims will be recognized.

H. A. RITCHIE,
Superintendent.
Hongkong, 4th October, 1897. [1516]

Intimations.

Dr. KNORR'S
ANTIPIRYNE

patented
"LION BRAND,"
In Powder and Crystals, also in Drops of 5
grains, easily soluble in Water,
Wine, &c.
FEVER, RHEUMATIC AND NEURALGIC
AFFECTIONS,
NERVOUS AFFECTIONS.

ARGONIN.

(Registered Trade Mark.)
SOLUBLE CASEIN-SILVER PREPARATION.
Used in Gonorrhoea 1 to 2 per cent. solutions
possessing similar bactericidal action to
silver nitrate, but is distinguished by complete
absence of irritating properties.
It is requested that the directions on the
boxes for making solutions shall be implicitly
followed.

CHINA EXPORT, IMPORT & BANK CO.,

SOLE AGENTS FOR CHINA.
BEWARE OF SPURIOUS IMITATIONS!

KUHN & KOMOR,

JAPANESE FINE ART CURIOS,
21 & 23, QUEEN'S ROAD, HONGKONG,
35, WATER STREET, YOKOHAMA
and
36, DIVISION STREET, KORE.
Hongkong, 15th March, 1896. [1457]

Auctions.

PUBLIC AUCTION.

SALE OF VALUABLE LEASEHOLD
PROPERTY
IN QUEEN'S ROAD.

MESSRS. HUGHES & HOUGH have
received instructions from Mr. BRUCE
SHEPHERD, the Trustee,
to sell by
PUBLIC AUCTION
ON
WEDNESDAY, the 11th day of October, 1897,
at 3 P.M.
ON THE PREMISES
Nos. 355 and 357, Queen's Road Central,
Victoria, Hongkong,
IN ONE LOT.

All these PIECES or PARCELS of GROUND
registered in the Land Office as INLAND LOTS
Nos. 541 and 542 with the messuages or tenements
thereon known as Nos. 355 and 357,
Queen's Road Central (abutting on the Western
Milk).

The properties are held under Leases direct
from the Crown for the respective terms of 999
years each from the 15th November, 1897, under
the usual terms and conditions contained in the
Crown Leases of this Colony.

The annual Town Rent of Inland Lot 543 is
£1 13s. 9d. (£8.10), and of Inland Lot 542,
£1 12s. 7d. (£7.83).

The whole of the premises are let in one lot-
ting to a monthly tenant at \$120 per month
(the landlord paying the outgoings), but as the
houses contain only two stories and a basement
the rent might be considerably increased if the
houses be rebuilt to the height of the adjoining
premises.

For further Particulars and conditions of Sale,
apply to
H. L. DENNIS,
Solicitor for the Vendor,
64, Queen's Road Central,
or to
HUGHES & HOUGH,
Auctioneers,
Hongkong, 2nd October, 1897. [1510]

GOVERNMENT NOTIFICATION.

No. 410.

THE following Particulars and Conditions of
Sale of "Crown Land" by Public Auction,
to be held on the spot, on
MONDAY,
the 11th day of October, 1897, at 3 P.M., are
published for general information.
By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 24th September, 1897. [1513]

Particulars and Conditions of the letting by
Public Auction Sale, to be held Monday, the
11th day of October, 1897, at 3 P.M., by Order
of His Excellency the Governor, of One Lot of
CROWN LAND off Wing Fung Street, in the
Colony of Hongkong, for a term of 999 Years.

PARTICULARS OF THE LOT.

No. of the Registry No.	Locality.	Boundary Measurements.	Content in Square Feet.	Annual Rent.	Usual Price.
Inland Lot 1,450 Wing Fung St.	145	100 ft. x 100 ft.	10,000	10s	374 8, 137

To be Let.

"BEACONSFIELD,"—Offices now
occupied by Messrs. BUTTERFIELD &
SWIRE.
GROUND FLOOR GODOWN IN DUNDRELL
STREET.
Apply to
BELLIOS & Co.,
Hongkong, 30th September, 1897. [1497]

TO LET.
ROOMS on the SECOND FLOOR of No. 6,
QUEEN'S ROAD CENTRAL.
Apply to
DAVID SASSOON, SONS & CO.,
Hongkong, 13th September, 1897. [1497]

TO LET.
DWELLING HOUSES:—
HOUSES IN RYON TERRACE,
FLOORS IN STANTON AND ELGIN
STREETS.
TOP FLOOR No. 1, BLUE BUILD-
INGS.
"STRATHALLAN" on ROBINSON
ROAD.—Furnished from 1st Octo-
ber to 31st March.
GOLDOWNS in BLUE BUILDINGS.
Apply to
THE HONGKONG LAND INVESTMENT
& AGENCY Co., Ltd.
Hongkong, 30th September, 1897. [1517]

Dr. OVERLACH'S
MIGRAININE

"LION BRAND"
(ANTIPIRYNE—CAFFEINE—CITRATE)
(1) Excellent results to the severest cases of
migraines, as well as in headache arising
from alcohol, nicotine and morphia poisoning,
neurasthenia, influenza, grippe, etc.

(2) The best antipyretic, even in threatened
collapse, because the caffeine of Migrainine acts
simultaneously as an analgesic.

Use only DR. OVERLACH'S MIGRAININE,
"Lion Brand," and always prescribe
"MIGRAININE HOECHST."

The best medium dose for adults is 17 grains,
given once or twice daily in powder or in
solution.

Sole Manufacturers:—
FARNWERKE VORM. MEISTER LUCIUS
& BRUNING, HOECHST O. M.
Literature of the above Preparations supplied
gratis at request to medical men.

SOLE AGENTS FOR CHINA.
BEWARE OF SPURIOUS IMITATIONS!

CHINA EXPORT, IMPORT & BANK CO.,
BEWARE OF SPURIOUS IMITATIONS!

TAKE NOTE
IT IS UNIVERSALLY ADMITTED THAT
TO indicate the exact use of words, no
DICTIONARY can compare with the New
Edition of
WEBSTER'S DICTIONARY.

At the office of the Hongkong Telegraph you
can see, and procure for SIX DOLLARS, a Copy
of the Webster of Webster, the latest and most
authoritative proof that *Laetifloria vinchi*.

Hongkong, 17th May, 1897. [821]

CARBOLINEUM-AVENARIUS
USED FOR OVER 20 YEARS
With the Utmost Success.

Thoroughly reliable preservative for Wood
and Stone against White Ants, Decay, Fungus
Rot and Dampness.

Sole Agents for China,
LUTGENS, EINSTAMANN & Co.
Hongkong, 11th September 1896. [133]

THE LEADING CATERERS.
COMPARE OUR
MENU, BILLIARD TABLES and
LIQUORS to all others.
THE GRILL ROOM.
Hongkong, 1st September, 1897. [1342]

MITSUI BUSSAN KAISHA.
No. 6, 1st House Street, Praya Central.
Head Office:—TOKIO.
Branch Office:—
LONDON, NEW YORK, BOMBAY,
SINGAPORE, SHANGHAI, TIENTSIN,
NEWCHANG and all Ports in JAPAN.

Agents:—
Mitsui Coal Mines,
Osaka Coal Mines,
Tokyo Marine Insurance Co., Limited,
Mitsui Bussan Kaisha, Limited,
Imperial Government Paper Mills, Japan,
Cotton Cleaning and Wkg. Co., Shanghai,
Onoda Cement Company, Japan,
Kansai Cotton Spinning Mill, Japan,
The Mitsui Cotton Spinning Mill, Limited,
Tokyo Cotton Spinning Mill, Japan,
Hayashi Clock Factory.
Hongkong, 11th December, 1896. [145]

MEE CHEUNG,
PHOTOGRAPHER,
TOP FLOOR 101 HOUSE, IN
DE-HOUSE ROAD.

I am now in a position, in his New and Com-
modious Premises, to eclipse, as heretofore,
ALL PHOTOGRAPHIC ART PRACTICED
in the Colony or in any part of the Far East.
GROUPS AND VIEWS
a specialty.
Telephone, 2nd Exchange 1282 [142]

SIEN TING,
SURGEON DENTIST,
No. 10, D'ARVILLE STREET,
TERMS VERY MODERATE.
Consultation free.
Hongkong, 27th September, 1897. [143]

HOTELS.

NEW VICTORIA HOTEL.
ROTISSERIE.
MEALS A LA CARTE.
CHOPS, STEAKS, &c., &c., at any time
between 7.30 A.M. and 11.30 P.M.
MONTHLY BOARDERS at Moderate Rates.
MADAR & FARMER,
Proprietors.
Hongkong, 3rd September, 1897. [134]

WINDSOR HOTEL,
HONGKONG.
THIS ESTABLISHMENT, situated in the
elegant Building known as "CON-
NAUGHT HOUSE," offers First-class Accom-
modation to Residents and Travellers.
Passenger Elevator, from Entrance Hall to
each Floor, in charge of experienced Attendant.
Favourable Arrangements made for Families
and for Monthly or Extended Periods.
FILLARDS.
P. BOHM,
Proprietor & Manager.
Hongkong, 3rd April, 1897. [135]

THOMAS'S GRILL ROOM.
THIS Establishment has always enjoyed a
high class reputation for Liberality in
Menu, Quality of Food and Perfection of Cuisine.
THIS REPUTATION WILL BE
MAINTAINED.
Fresh Dairy Produce, FRUIT and other
supplies are regularly imported from the United
States, Canada and Australia. BEER from
Kobe and TURTLES from the Straits.
The WINES, SPIRITS and MALT
LIQUORS, comprising all brands in general
demand, are the best shipped to the Far East.
In addition to the BAR, GRILL and DINING
ROOMS, the upper floors are arranged so as
to provide PRIVATE ROOMS suitable for
DINNERS or SUPPERS, &c.
PICNIC and BATHING PARTIES supplied
with light refreshments at a moderate price.
ICE CREAM from 1 P.M. to 10 P.M.
COLD MEAT SUPPERS from 9 to 11.30 P.M.
THOMAS'S GRILL ROOM.
FREDERICK BISHOP,
Manager.

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

1897. SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—4,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF CHINA...Comdr. H. Ebyus, R.N.R.....WEDNESDAY, 27th October.
EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R.....WEDNESDAY, 24th November.
EMPEROR OF JAPAN...Comdr. Geo. A. Lee, R.N.R.....WEDNESDAY, 22nd December.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA
OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12
DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey. (avoiding the rough
passage generally experienced in the latitudes further South) and make connection at Vancouver
with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC
RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE
ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax,
New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the
Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return
tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.
SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military,
Diplomatic and Civil Services, and to European Officials in the Service of China and Japan
Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS
(second in none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS
(the Company having received the highest award for same at recent Chicago World's Exhibition),
and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the
Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by
the Company, and their appointments and Cuisine are unexcelled.
For further information, Maps, Guide Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Paddy's Street.

Hongkong, 1st September, 1897.

OCCIDENTAL & ORIEN-
TAL STEAMSHIP
COMPANY.

TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO,
CENTRAL AND SOUTH AMERICA, AND
EUROPE.

VIA
THE OVERLAND-RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
Capit. (via Amoy,
Shanghai, Nagasaki,
Kobe, Inland Sea,
Yokohama and
Honolulu)..... Tuesday, 9th Oct.,
at Noon.

Capit. (via Shanghai,
Nagasaki, Kobe, In-
land Sea, Yokohama
and Honolulu)..... Thursday, 18th Oct.,
at Noon.

Capit. (via Shanghai,
Nagasaki, Kobe, In-
land Sea, Yokohama
and Honolulu)..... Thursday, 18th Nov.,
at Noon.

THE Company's Steamship
"COPTIC"

will be despatched for SAN FRANCISCO, via
AMOI, SHANGHAI, NAGASAKI, KOBE, IN-
LAND SEA, YOKOHAMA AND HONOLULU
on SATURDAY, the 9th October, 1897, at Noon.
Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at Honolulu,
and passengers are allowed to break their
journey at any point en route.

Through Passage Tickets granted to England,
France and Germany by all trans-Atlantic lines
of Steamers, and to the principal cities of the
United States or Canada. Rates, and particu-
lars of the various Routes may be obtained
upon application.

Special rates (First-class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic and Civil Services, to European
Officials in service of China and Japan, and to
Government officials and their families.

Passengers who have paid full fare, re-embark-
ing at San Francisco for China or Japan (or vice
versa) within one year, will be allowed a dis-
count of 10 per cent. This allowance does not
apply to through fares for China and Japan
to Europe.

All PARCEL PACKAGES should be marked to
address in full; and same will be received at
the Company's Office until Five P.M. the day
previous to sailing.

Consular Invoices to accompany Cargo des-
tined to Ports beyond San Francisco, in the
United States, should be sent to the Company's
Office, addressed to the Collector of Customs,
San Francisco.

For further information as to Freight or
Passage, apply to the Agency of the Company,
No. 7, Praya Central.

J. S. VAN BUREN, Agent.
Hongkong, 2nd September, 1897. [1496]

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS.

PRAYA CENTRAL, HONGKONG.
SOAP MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTEN'S GENUINE
COMPOSITION RED HAND BRAND
HARTMANN'S GREY PAINT.
DAIMLER'S PATENT MOTOR LAUNCHES.
&c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.

EVERY KIND OF
SHIPS' STORES AND REQUISITES
ALWAYS IN STOCK.
W. S. BLACK & CO.,
Hongkong, 1st May, 1897. [1519]

Mails.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BAHAMAS,
FARIN GULF, COMORAGAL and
AMERICAN PORTS.)

THE Steamship
Captain F. Widdowson, carrying Her Majesty's
Mails, will be despatched from this port for BOMBAY,
Aden, Suez, Port Said, Naples, Genoa, Antwerp,
London, and other Ports, on THURSDAY, the 7th October, at Noon,
taking Passengers and Cargo for the above
Ports. This Steamer connects at Bombay with
the S.S. Calcutta, leaving that Port on the 30th
October for London direct.

Silk and Valuable Mail Cargo for France,
and Tea for London (under arrangement) will be
transhipped at Colombo into a steamer
proceeding direct to Marseilles and London;
other Cargo for London, &c., will be conveyed
via Bombay.

Parcels will be received at this Office until 5
P.M. the day before sailing. The Contents and
Value of all Packages are required.

Shippers are particularly requested to note
the terms and conditions of the Company's Bills
of Lading.

For further Particulars, apply to
H. A. RITCHIE,
Superintendent,
Hongkong, 24th September, 1897. [1516]

NORDDEUTSCHER LLOYD
NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ,
PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN AND HAMBURG.
PORTS IN THE LEVANT.
BLACK SEA AND BALTIC PORTS.

THE COMPANY'S STEAMERS WILL CALL AT
SOUTHAMPTON
TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH
BILLS OF LADING FOR THE PRINCIPAL
PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

Prussia Tuesday... 12th Oct.
Sachsen Tuesday... 9th Nov.
Bayern Tuesday... 7th Dec.
Preuss. Rheinl. Tuesday... 4th Jan.
Prussia Tuesday... 1st Feb.
Sachsen Tuesday... 1st March.

ON TUESDAY, the 12th day of October
1897, at 9 A.M., the Company's Steamship
"PREUSSEN," Captain R. Neleke, with
MAILS, PASSENGERS, SPECIES AND CARGO,
will leave this Port as above, calling at Naples
and Genoa.

Shipping Orders will be granted till Noon on
Saturday, the 9th Oct. Cargo and Space
will be received on board until 5 P.M. on MONDAY
the 11th Oct.; and Parcels will be received at
the Agency's Office until Noon on MONDAY, the
11th Oct. Contents of Packages are required.
No Parcel Receipts will be signed for less than
50 lbs. and Parcels should not exceed Two Feet
Cubic Measure.

The Steamer has splendid Accommodation
and carries a Doctor and a Stewardess.
Liners can be washed on board.
For further Particulars, apply to
MELCHERS & Co.,
Agents.
Hongkong, 20th September, 1897. [1498]

NORTHERN PACIFIC
STEAMSHIP AND RAILWAY
COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to
the very cheap rates offered by this Line
to the Pacific Coast and the INTERIOR
and EASTERN CITIES of the UNITED STATES
and CANADA and to EUROPE.

HONGKONG TO LONDON.
Excellent accommodation. First-class Table
Dinner and Stewardess carried